

CALIFORNIA'S HIGH-SPEED RAIL SYSTEM

***APWA
Northern
California
Chapter***



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CALIFORNIA'S HIGH-SPEED TRAIN SYSTEM

Largest public infrastructure project in U.S. history

- First phase of 520 miles; 800 miles when full system is realized
- Operating speeds up to 220 mph; 90-125 mph in urban areas
- 100% clean electric power
- Safely grade-separated
- Reliable, easy way to travel
- Creates jobs/stimulates economy



WHY WE NEED IT

Status quo is not an option

Population Growth

- California's population now: 38 million.
By 2035: 50 million

We can build...

- New freeways, airport runways and more departure gates to address our expected population growth
- or*
- 800-mile high-speed train system, powered by 100% renewable electricity generated by clean wind and solar energy



WHY WE NEED IT

Jobs

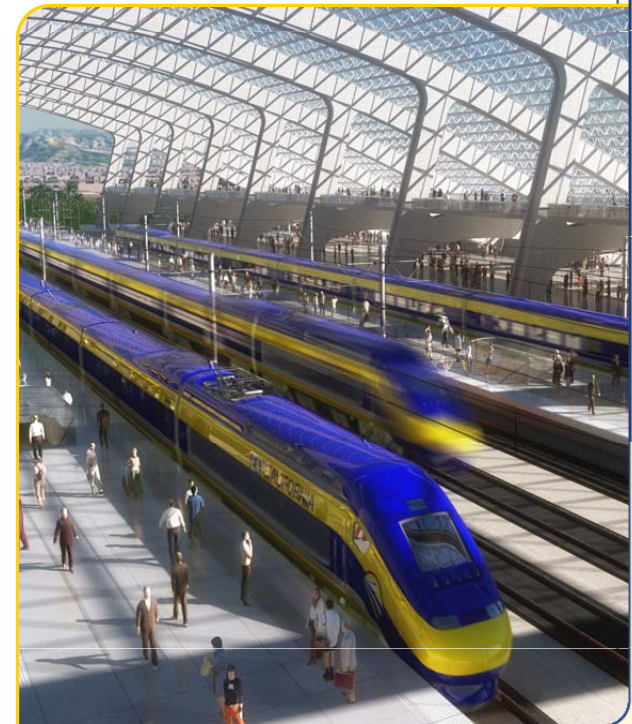
- 600,000 full-time, one-year, construction-related job equivalents
- 5,000 permanent operations and maintenance jobs
- 450,000 economy-wide jobs by 2035

Mobility

- Experts agree that economic power stems from the ability to move people and goods around the state

Environment

- Increased transportation without increased air pollution
- Increased energy independence and decreased consumption of fossil fuels



CURRENT PUBLIC FUNDING SUMMARY

| FUNDING SOURCE | AWARD | STATE MATCH | TOTAL |
|--|-------------------|------------------------|--------------------|
| ARRA Jan. 2010 | \$1.85 billion | \$1.85 billion | \$3.7 billion |
| HSIPR Federal FY 10-11 Oct. 2010 | \$715 million | \$306 million | \$1.02 billion |
| ARRA Dec. 2010 | \$616 million | \$616 million | \$1.232 billion |
| ARRA May 2011 | \$300 million | \$75 million | \$375 million |



Approximately \$6.33 billion is available for initial construction

RECAP OF OUR ACTIVITIES

- **2005:** *Final Program Environmental Impact Report/Statement for the Proposed California High-Speed Train System*
- **2008:** *Bay Area to Central Valley High-Speed Train Program Environmental Impact Report/Statement*
- **2010:** ***Revised*** *Bay Area to Central Valley High-Speed Train Program Environmental Impact Report/Statement*
- **Now:** AA's and develop project EIR/EIS
- **Now:** 2011 Business Plan (November 2011)

WHERE WE ARE NOW

Transitioning from Planning to Implementation

Project-level EIR/EIS in process for all sections

- ✓ All seven Phase 1 sections continue to do environmental analysis
- ✓ Receiving public input on all alignments

Preparing for start of construction

- ✓ Assembling management team
- ✓ Beginning the procurement process



WHERE WE ARE NOW

Environmental Milestones for Phase I Sections

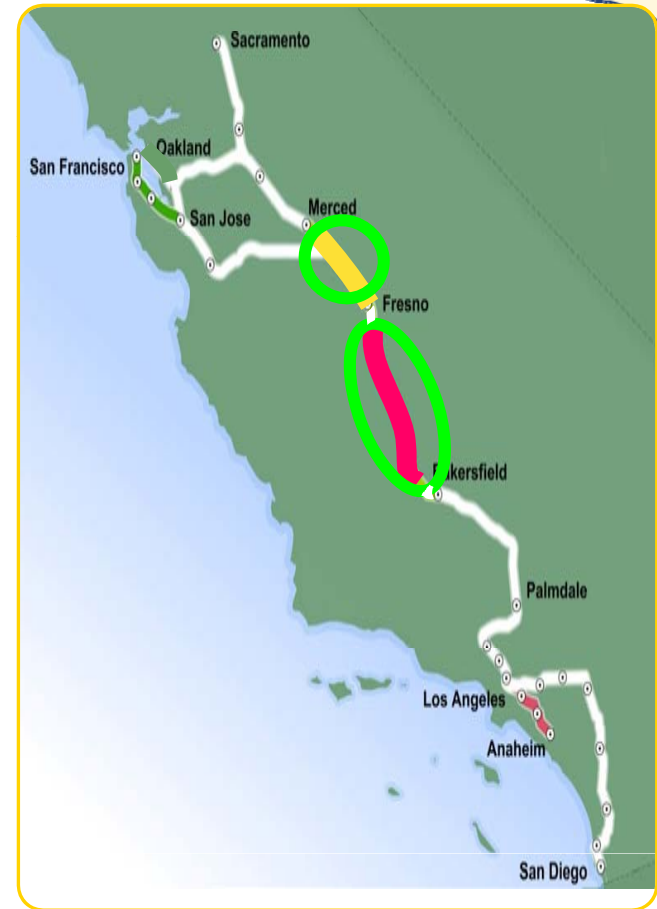
| Section | DEIR/S | FEIR/S | NOD/ROD |
|--------------------------|----------------------------|---------------|----------------|
| San Francisco – San Jose | April 2013 | December 2013 | February 2014 |
| San Jose - Merced | July 2012 | March 2013 | June 2013 |
| Merced - Fresno | August 2011 | March 2012 | April 2012 |
| Fresno – Bakersfield | August 2011 Spring 2012 | TBD | TBD |
| Bakersfield – Palmdale | December 2012 | May 2013 | October 2013 |
| Palmdale – Los Angeles | August 2012 | July 2013 | September 2013 |
| Los Angeles - Anaheim | January 2013 | August 2013 | September 2013 |

- Fresno – Bakersfield DEIR/S to be revised and re-issued in Spring 2012
- San Francisco – San Jose EMS Dates pending further direction from Authority
- Phase II sections will be scheduled once additional funding information becomes available

WHERE WE ARE NOW

Transitioning from Planning to Implementation

- ✓ In August 2011, the Central Valley sections released the Draft Environmental Impact Report/Statement for both the Merced-to-Fresno and Fresno-to-Bakersfield sections of the project.
- ✓ These documents analyze and disclose the potential environmental impacts associated with the construction, operation and maintenance of the 65-mile Merced-to-Fresno and 113-mile Fresno-to-Bakersfield sections of the project.



Starting in the Central Valley

- Only segment where trains will travel at 220-mph maximum operating speed for long stretches
 - Allowing the 2-hour 40-minute trip between Los Angeles and San Francisco
- Initial track in the Central Valley will serve as testing and proving ground for new high-speed train technology in the U.S.
- Technically simpler engineering than urban developed areas, majority at-grade in rural areas



IMPLEMENTING THE SYSTEM: ICS & POSSIBLE INTERIM SAN JOAQUIN SERVICE

- 130-mile ICS backbone of statewide system
- Add minimum interim systems elements
- Potential to operate 110-125 mph high-speed Amtrak San Joaquin service on ICS
- Faster, more reliable trip
- Continue bus connections, Bakersfield-LA



IMPLEMENTING THE SYSTEM: IOS NORTH – SAN JOSE TO BAKERSFIELD

- IOS option: San Jose-Bakersfield
- 6 HSR stations
San Jose, Gilroy, Merced,
Fresno, Kings/Tulare,
Bakersfield
- Approx. 250 miles
- Approx. 1h:49m
- Good connectivity – Bay Area to
Central Valley
- Continue bus connection,
Bakersfield-LA



IMPLEMENTING THE SYSTEM: IOS SOUTH – MERCED TO SAN FERNANDO VALLEY

- IOS option: Merced-San Fernando Valley (Sylmar) [or possibly Merced-Palmdale]
- 6 HSR stations
Merced, Fresno, Kings/Tulare, Bakersfield, Palmdale, Sylmar
- Approx. 300 miles
- Approx. 2h:05m
- Good connectivity – LA Basin to Central Valley
- Connection to Metrolink at Sylmar



IMPLEMENTING THE SYSTEM: COMPLETE "BAY TO BASIN" SYSTEM

- Connect Bay Area with LA Basin
- Approx. 380 miles
- High-speed rail service between all three markets: Bay Area, Central Valley, LA Basin
- Connections at San Jose to Caltrain for service into SF
- Connection at Sylmar to Metrolink for service into LA



IMPLEMENTING THE SYSTEM: COMPLETE PHASE 1 (SF TO LA/ANAHEIM)

- LA-SF connection
- Establish “one seat ride” from SF to downtown LA/Anaheim in less than 3 hours
- New premium high-speed rail service on West Coast Corridor



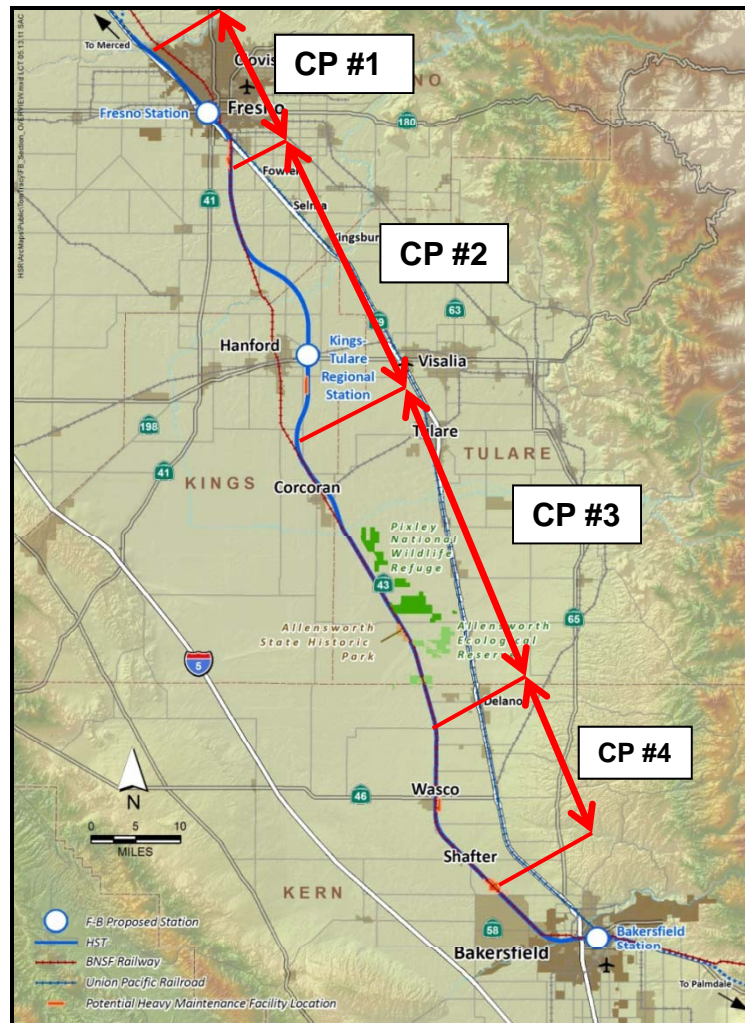
IMPLEMENTING THE SYSTEM: COMPLETE PHASE 1 AND PHASE 2

- Complete statewide system with extensions to Sacramento and via Inland Empire to San Diego



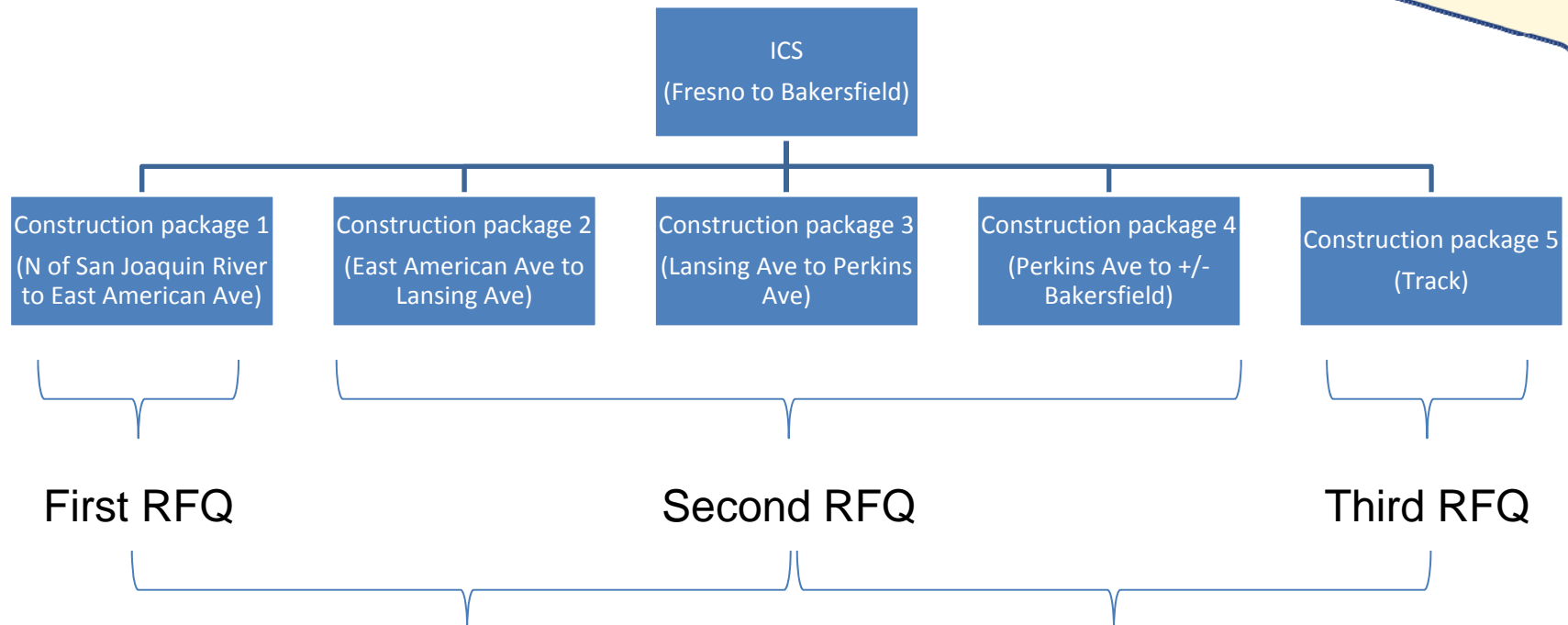
CONSTRUCTION PACKAGES 1-4

- Construction package 1 – N of San Joaquin River to East American Ave
- Construction package 2 – East American Ave to Lansing Ave



- Construction package 3 – Lansing Ave to Perkins Ave
- Construction package 4 – Perkins Ave to +/- Bakersfield

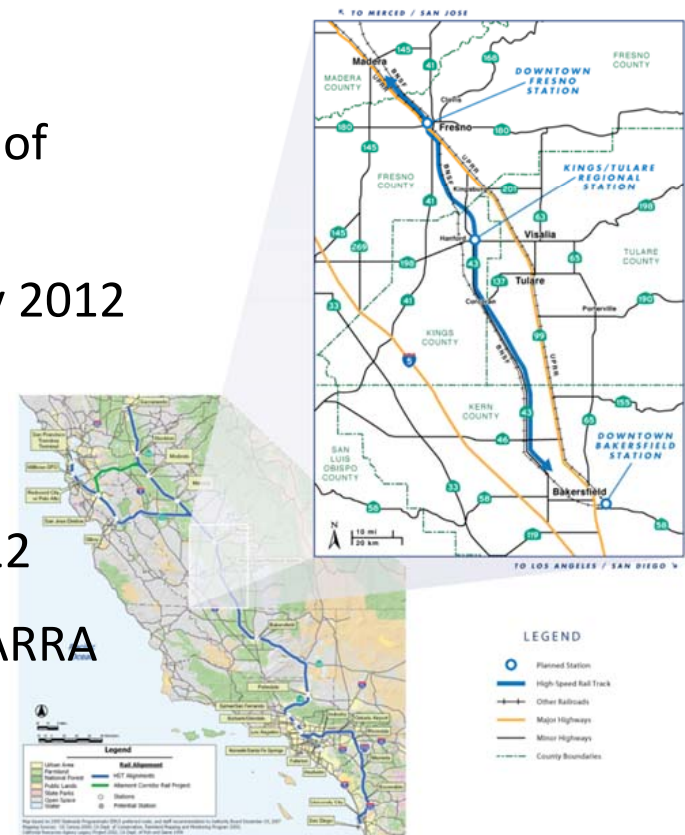
INITIAL CONSTRUCTION SECTION AND REQUEST FOR QUALIFICATION



... and after the RFQs come the RFPs...

TIMELINE – HEADLINES

- Draft environmental documents for public review/input: ongoing (close Oct. 13)
- ROD/NOD early 2012
- Right-of-way acquisition: beginning spring of 2012
- Issue RFP for construction package 1: early 2012
- Award first Design-Bid-Build construction packages: summer 2012
- Award First Design-Build contract: late 2012
- Complete payment for work funded with ARRA dollars: September 2017



SMALL BUSINESS INVOLVEMENT

- 30 percent small business involvement goal
- Maximum participation
- Race and gender neutral
- Reporting at the lowest level
 - Contractors will have to report on every tier of sub contractors

STAYING UP TO SPEED

Contact Info

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